

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE
MEETING OF
April 25, 2014

Traffic Advisory Committee Members

Automobile Club of Southern California	Mr. Craig Scott
Board of Supervisors District 2 Representative	Mr. Walter Lake
Board of Supervisors Districts 3 & 5 Representative	Mr. Bob Campbell
California Department of Transportation	Absent
California Highway Patrol - San Diego	Absent
California Highway Patrol - Oceanside	Officer Dan Hollywood
California Highway Patrol - El Cajon	Officer Kevin Pearlstein
California Highway Patrol - Border	Absent
Independent Insurance Agents & Brokers of San Diego	Mr. Bob Fleischman
Pacific Safety Center	Absent
San Diego County Sheriff's Department	Lt. Julius Faulkner
San Diego County Office of Education	Absent
San Diego County Bicycle Coalition	Mr. Bill Matella
Department of Public Works	Mr. Mike Kenney
Department of Public Works	Absent

Traffic Advisory Committee Administration

Traffic Advisory Committee Secretary	Mr. Kenton R. Jones
Traffic Advisory Committee Staff	Mrs. Patricia Johnson-Horsman
Traffic Advisory Committee Staff	Mrs. Maria Rubio-Lopez

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

April 25, 2014

MINUTES

- I. Call to Order / Roll Call**
- II. Pledge of Allegiance**
- III. Items for Review**

SUBJECT	LOCATION	AREA	PLANNING/ SPONSOR GROUP
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SUPERVISORIAL DISTRICT 2

A. SPEED LIMIT	HARBISON CYN RD	HARBISON CANYON	CREST-DEHESA
B SIGNALIZATION	ASHWOOD ST @ EL CAPITAN HIGH SCHOOL (MAIN ACCESS)	LAKESIDE	LAKESIDE

SUPERVISORIAL DISTRICT 3

A. INTERSECTION CONTROL	CAM SAN BERNARDO @ DEER RIDGE RD	4S RANCH	SAN DIEGUITO
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SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 25, 2014

Item 2-A

SUPERVISORIAL DISTRICT: 2

SUBJECT: Speed Limit

LOCATION: Harbison Canyon Road from Dehesa Road northerly to a point 1,900 feet south of Collier Way (1.6 miles), HARBISON CANYON (Thos. Bros. 1253-B3) Crest-Dehesa Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review for Formal Speed Limit and Radar Certification

(NOTE: This item was continued from the 12-13-13 meeting at the request of the Crest-Dehesa Community Planning Group.)

PROBLEM AS STATED BY REQUESTER:

The current speed limit is an unposted statewide 55 MPH maximum. Measured speeds and operating conditions support a 45 MPH posted speed limit. Please review appropriateness for establishment of a formal speed limit and radar certification.

Existing Traffic Devices

Harbison Canyon Road is a striped two-lane roadway that measures approximately 26 feet wide. There is edge-striping along both sides of the roadway. The road is unposted. The road is classified as a Light Collector on the County General Plan Mobility Element Network.

<u>Average Daily Traffic Volumes</u>	<u>05/12</u>	<u>04/02</u>	<u>07/95</u>
Harbison Canyon Road: N/o Dehesa Road	2,510*	2,360*	1,850*

* Two-way Count

<u>Spot Speed Data</u>	<u>85th Percentile</u>	<u>10 MPH Pace</u>	<u>% in Pace</u>
Harbison Canyon Road: 1,500 ft N/o Dehesa Road (02/14)	49 MPH	40-49	66.0%

Collision Data

There have been 11 reported collisions along this segment of roadway, five of which involved injury in the last five year period (01-01-09 to 12-31-13).

Discussion

The California Vehicle Code requires the establishment of speed zones be made on the basis of an Engineering and Traffic Survey as outlined in the California Manual on Uniform Traffic Control Devices. The most critical input to this survey are the results of a radar speed study indicating the prevailing (85th percentile) speed of motorists. This prevailing speed is the speed at or below which 85% of the motorists are found to be traveling. Speed limits are usually set at the 5 MPH increment nearest this prevailing speed. This state law prescribed method ensures the posted speed limit conforms to the consensus of those who drive the road and thus represents the maximum reasonable and safe speed. This method acknowledges that the majority of motorists drive in a reasonable and prudent manner.

This segment of Harbison Canyon Road is an unposted roadway governed by the Statewide Maximum 55 MPH speed limit. In response to neighborhood concerns with excessive speeding, a recent review of existing operating conditions indicate both the roadway length and daily traffic volume criteria for establishment of a formal speed limit posting, as listed in the County's Traffic Guidelines, are met. The prevailing speed (49 MPH) and roadway conditions support a formal 45 MPH speed limit along with radar certification. The roadway has differing operating characteristics. The southern portion is wider and straighter that transitions into a narrow, curvilinear roadway. Harbison Canyon Road continues northerly into the adjacent 40 MPH radar certified segment. The northernmost segment has a 45 MPH radar certified posting. Harbison Canyon Road, in its entirety, serves as a connecting link between the Harbison Canyon Community, Interstate 8 and Sycuan Casino. In addition, the Dehesa School District provided a detailed description of its experience and challenges with excessive speeding and motorist disregard for the flashing amber and red lights activation at its fourteen (14) daily school bus stops along this unposted segment. These conditions strongly support the proposed 45 MPH speed limit as reasonable and reflective of this segment's dynamic operating conditions.

The Community's desire for a lower speed limit posting was recognized. The Committee noted the necessity to post realistic speed limit postings to ensure compliance and facilitate enforcement. The posting of a lower speed limit would be inappropriate and unenforceable.

The representative from the California Highway Patrol (CHP)-E I Cajon Office expressed support for the proposed 45 MPH speed limit and radar certification. Radar speed enforcement enables an enhanced law enforcement presence in curtailing excessive speeding. In conjunction with the existing 40 and 45 MPH adjacent certified segments, consistency and continuity in radar speed enforcement along the entirety of Harbison Canyon Road is ensured.

Recommendation

The Committee recommends the Board of Supervisors establish a formal 45 MPH speed limit, and radar speed enforcement certification, along Harbison Canyon Road from Dehesa Road northerly to a point 1,900 feet south of Collier Way.

Maker: Kenney, Second: Matella, Vote: 9-0

Necessary Board Action

Add Section 72.169.93.3. to Division 2 of Title 7 of Article 11 of the San Diego County Code.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 25, 2014 **Item 2-B**

SUPERVISORIAL DISTRICT: 2

SUBJECT: Signalization

LOCATION: Ashwood Street and El Capitan High School's reconfigured main entrance, LAKESIDE (Thos. Bros. 1232-B2) Lakeside Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Signalization

PROBLEM AS STATED BY REQUESTER:

Based on traffic signal warrant calculations recently conducted at Ashwood Street and El Capitan High School's reconfigured main entrance, several traffic signal warrants were met with respect to desired entrance reconfigurations. We respectfully request this three-way intersection be reviewed for placement on the County's Traffic Signal Priority List.

Existing Traffic Devices

Ashwood Street, a striped two-lane roadway varies from 42 feet to 53 feet wide in the vicinity of El Capitan High School. There is a northbound left-turn lane separated from through travel by delineators. All advanced school notification signs and pavement legends are in place. There are bike lanes along both sides of the roadway. The road is posted 50 MPH/Radar Enforced. This roadway is classified as a Collector Road on the County General Plan Mobility Element Network.

El Capitan High School main entrance is a one-way entrance private road that measures 24 feet wide.

<u>Average Daily Traffic Volumes</u>	<u>09/13 (Provided by Consultant)</u>
Ashwood Street:	
N/o El Capitan H.S. main entrance	7,770 SB
S/o El Capitan H.S. main entrance	6,190 NB
El Capitan H.S. main entrance:	
W/o Ashwood Street	1,930 EB

Collision Data

There have been 13 reported collisions in the vicinity of El Capitan High School, six involving injury, one of which involved a pedestrian, in the last five year period (01-01-09 to 12-31-13).

Discussion

A representative from Grossmont Union High School District (GUHSD) stated existing operating conditions during El Capitan high School's arrival and dismissal times have long been a community concern. Recently, GUHSD hired a private engineering firm to study existing conditions and identify appropriate measures to alleviate present conditions. GUHSD supports the study's result identifying signalization on Ashwood and a reconfigured entrance as the most appropriate measure. Also stated were the unusual operating conditions along Ashwood Street. This roadway is unlike other school fronting roads where peak traffic hours coincide with arrival and dismissal times Monday thru Friday when school is in session. Due to its proximity to the Lakeside Rodeo grounds and being the identified preferred connecting route to the Barona Casino, Ashwood Street is active throughout the week on a 24-hour basis.

The Committee noted GUHSD's submittal including a Traffic Signal Warrant Analysis and preliminary design of a proposed main entrance reconfiguration indicating that Warrants 1, 2 and 3 of the CA-MUTCD Traffic Signal Warrants Worksheet are met in support of placing the proposed reconfigured intersection of El Capitan High School's main entrance and Ashwood Street on the County's Traffic Signal Priority List.

County staff stated that based on existing conditions, none of the school's exit driveways support signalization. The study demonstrated the proposed reconfiguration of the school's main entrance and redistribution of traffic supports signalization at Ashwood Street. County staff stated its concurrence with the results of the Warrant Analysis with the condition that final design be required to conform to the satisfaction of the County's Department of Public Works Director.

County staff also stated the proposed signalization will significantly improve existing conditions. Presently, some motorists are experiencing challenges entering the school's main driveway. Although visibility is more than adequate, some motorists are impatient and are making inappropriate decisions. It appears present operational measures, signage, striping and delineators, have exceeded their capacity and are no longer providing the appropriate level of control.

The Committee concurs that signalization is the most appropriate measure for right-of-way assignment and will alleviate existing and future operating conditions. County staff indicated the signal's design and construction costs will be incurred by GUHSD. In addition, signalization will facilitate interconnection or timing coordination to mutually benefit existing and future traffic signal operations along Ashwood Street. This intersection is expected to compete well against other projects currently placed on the County's Traffic Signal Priority List. Although placement on the Traffic Signal Priority List does not authorize immediate construction, it facilitates and expedites a privately funded project. The Committee noted the intersection's northbound and southbound movements will occupy most of the signal's green time. The signal will provide gaps in traffic, thereby improving existing conditions for those entering and exiting El Capitan High School's reconfigured main entrance during arrival and dismissal times.

Recommendation

The Committee supports signalization at the intersection of Ashwood Street and El Capitan High School's reconfigured main access as long as final design conforms to the satisfaction of the County's Department of Public Works Director.

Maker: Kenney, Second: Faulkner, Vote: 9-0

Necessary Board Action

File this report.

SAN DIEGO COUNTY TRAFFIC ADVISORY COMMITTEE

COMMITTEE REPORT OF: April 25, 2014 **Item 3-A**

SUPERVISORIAL DISTRICT: 5

SUBJECT: Intersection Control

LOCATION: Deer Ridge Road and Camino San Bernardo, 4S Ranch (Thos. Bros. 1169 E-4) San Dieguito Community Planning Group

INITIATED BY: DPW Traffic Engineering

REQUEST: Review Appropriateness for Intersection Control

PROBLEM AS STATED BY REQUESTER:

This four-legged intersection has similar entering volumes on all legs. Preliminary reviews indicate additional regulatory intersection controls may be appropriate, such as signalization or an all-way stop.

Existing Traffic Devices

Deer Ridge Road is a striped two-lane roadway that measures 38 feet wide. Both legs are stop controlled with limit lines and pavement legends in place. The road is posted 25 MPH on the southern leg and unposted on the northern leg. (NOTE: This roadway is unclassified on County General Plan Mobility Element Network...)

Camino San Bernardo is a striped four-lane roadway that measures 80 feet wide. The road is posted 45 MPH Radar Enforced (NOTE: This roadway is classified as a Major Road on the County General Plan Mobility Element Network.)

<u>Average Daily Traffic Volumes</u>	<u>10/13</u>
Deer Ridge Road:	
S/o Camino San Bernardo	780 NB
N/o Camino San Bernardo	670 SB
Camino San Bernardo:	
E/o Deer Ridge Road	1,270 WB
W/o Deer Ridge Road	720 EB

Collision Data

There have been four reported collisions at this intersection, one involving a pedestrian and one involving injury, in the last five year period (01-01-09 to 12-31-13).

Discussion

The Principal of Del Norte High School, located on the northwest corner, stated the school is physically located in both the City of San Diego and County jurisdiction. Since prior to the High School's opening in 2009, the 4S Ranch community has experienced ongoing development in the County. Presently, the City of San Diego is also undergoing numerous housing developments. Within, the City's jurisdiction, a new K-8 public school, Design Campus 39, will be opening in Fall 2014, across from the High School. He indicated traffic volumes will significantly increase and existing traffic patterns will be altered. He indicated high school students are new drivers whose inexperience leads to underestimating speed of travel and distance misjudgments. He indicated support and appreciation for any measures deemed appropriate to benefit present and future conditions.

An all-way stop control's primary function is to assign more positive right-of-way at an intersection where a one or two-way stop control has proven to be ineffective. State guidelines have been developed to assist public agencies in determining when an all-way stop control is needed. These guidelines recognize an all-way stop control is effective in assigning right-of-way at high volume intersections with nearly equal volumes of traffic on all legs. An all-way stop control is also warranted at locations having a demonstrated accident problem susceptible to correction by an all-way stop, such as right-angle collisions.

The Committee recognized the neighborhood's unique circumstances with continued development and the City of San Diego's surrounding expansion. However, the Committee noted none of the statewide guidelines used to justify establishment of an all-way stop control are met. An all-way stop control is an extreme regulatory measure whose installation requires careful consideration. Although the intersection's entering volumes are balanced on all approaches, concern was expressed with unguaranteed compliance between a major four-lane roadway being stopped at a minor residential street, especially during night-time hours. Due to the community's dynamic nature, the Committee does not believe an all-way stop control is appropriate at this time.

The Committee recommends this intersection be brought back for further review in October 2014 when the new middle school is operational and the surrounding traffic patterns have normalized. In the meantime, the Committee recommends County staff explore operational measures such as striping modifications, flashing beacons and other measures deemed appropriate to improve the level of comfort for all traversing this dynamic intersection.

Recommendation

The Committee recommends an all-way stop control not be established at the intersection of Camino San Bernardo and Deer Ridge Road. The Committee also recommends this matter be brought back for further review in October 2014 to allow upcoming traffic pattern alterations to normalize.

Maker: Kenney, Second: Campbell, Vote: 9-0

Necessary Board Action

File this report.

TRAFFIC ADVISORY COMMITTEE

MEETING OF:
April 25, 2014

A handwritten signature in cursive script, appearing to read "Kenton R. Jones", written in dark ink.

KENTON R. JONES
Secretary

DISTRIBUTION:

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Director, Department of Public Works
DCAO